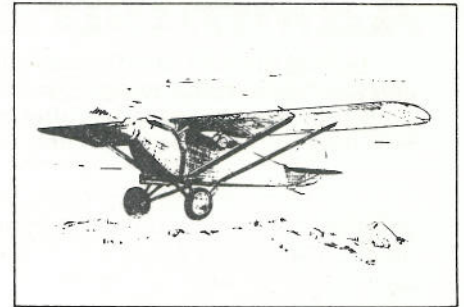


Montana and the Sky



Vol. 30 No. 7

MONTANA AERONAUTICS DIVISION

July, 1979

3rd Annual "Halloween" Air Race

The Annual "Halloween" Air Race from Great Falls to Jackpot, Nevada has been set for October 6, 1979. A cash purse of over \$3000 is expected based on 40 planes entering. The race is open to all Montana pilots and limited to the first 40 planes entering.

Tentative categories are twin engine; single engine; RG 166 mph

and up; single engine RG 165 mph and under; single engine FB 151 mph and up; single engine FB 150 mph and under; single engines requiring a fuel stop for safety to reach the 420 miles distance trip to Jackpot.

It is important that all pilots remember the race is **only** against time. Each plane will race in it's own class. Each pilot will plot his own race course and travel under VFR conditions. In case of inclement weather on the race date an alternate date of October 13 has been selected.

All seats on the aircraft must be full. The pilot and passengers must

remain over night to qualify for prizes. The entry fee will include one nights lodging, awards party, Saturday night dinner-show, Sunday breakfast and all tips for pilots and passengers.

The deadline date for entering the race is September 22. Entry blanks and rules can be obtained by writing to:

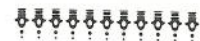
Patti Thompson, Race Chairman
Jackpot Air Race
2824 Fourth Avenue South
Great Falls, MT 59405
(406) 452-8800
Enter now!

3rd Generation Pilot

On June 12, 1979, Walt Hensley of Havre soloed Don Lincoln on his 16th birthday. This was the third generation of Lincoln's that Walt has soloed. Don's father, Roger, soloed on his 16th birthday in 1955 and Donald, Don's grandfather, soloed in 1945 when he was 34 years old. Donald soloed in a J-3 Cub.

The Lincoln's currently have a Cessna 182 and an Ag Wagon in addition to a PA-18.

Walt operated Hensley Flying Service in Havre for 35 years. He is currently Vice-President of the organization and semi-retired.



Left to right, Donald Lincoln, Roger Lincoln, Don Lincoln, and Walt Hensley in front of the Lincoln's PA-18.

Beacon Star Antique Air Field Fly-In and Air Show — Aug. 4 & 5

Administrator's Column

During the past month I was able to participate in a Civil Air Patrol Search and Rescue exercise held at Lincoln. This was a very informative exercise and proved to be a valuable learning experience in handling search and rescue missions for both the youth and adult CAP members.

* * * * *

The Gallatin Montana Pilots Association Hangar sponsored a clean-up session at the Canyon Ferry Airport. This was a combined work session and picnic. There were about 15 of us that showed up. It was a great time of rock picking and we were able to get the airport in shape for the summer season. On behalf of the Aeronautics Division I wish to thank the Gallatin MPA Hangar for their hard work in cleaning up this airport.

* * * * *

I was invited to attend the ribbon-cutting ceremony for Western Airlines in Billings the middle of June, inaugurating their east-west service through Billings. This service will certainly be well received by Montana citizens and provide competitive air transportation on the east-west route. We have not heard of any other airlines who intend to begin service through Montana in the near future on this route.

* * * * *

The Governor's Essential Air Service Task Force met on June 18 in Miles City to review the findings of TAP, Inc. TAP held community meetings in Miles City, Wolf Point, Glasgow, Glendive, Lewistown, Havre and Sidney to obtain community input on their findings. There has been a meeting set with the Civil Aeronautics Board on July 26 and 27 in Helena to present and review the study. Each participating community will also present testimony. You may contact our office for details if you are interested in attending this meeting.

* * * * *

The Civil Aeronautics Board held a hearing in Washington, D.C. on June 25 regarding the Continental-Western Airlines merger. I presented testimony on behalf of the Governor, the Aeronautics Board and the Division supporting the merger.

* * * * *

I attended Jack Van de Riet's retirement banquet on June 23. Jack's retirement climaxed 32 successful years of service with the government. Many friends and relatives were on hand for the banquet and participated in a hilarious roast which revealed some incidents in Jack's life and proved at times to be a bit embarrassing.

On the serious side, Jack's friends presented him with some momentos and their best wishes on his retirement. On behalf of the Aeronautics Division I would like to thank Jack for all the participation and help he has given in promoting general aviation safety. I wish to extend my best wishes to Jack and Ruth for many enjoyable years of retirement.

* * * * *

I attended the Butte Aero Open House and the Butte Air Show on July 3 held at the Bert Mooney Airport. The U.S.A.F. Thunderbirds Precision Flying Team and the U.S. Army Golden Knights Skydiving Team were on hand to provide spectacular aerial feats. The Golden Knights presented Airport Manager, Angelo Petroni, the baton which passed through the hands of the team during a thrilling 7000' free-fall. I wish to congratulate Butte for bringing such a high caliber airshow to the state of Montana.

* * * * *

I would like to invite and urge everyone who can, to attend the Schafer Meadows Fly-In on July 20, 21, and 22. This is our annual work session fly-in sponsored by the Aeronautics Division, the Montana Pilots Association and the Flying Farmers Association. We devote one hour on Saturday afternoon to picking rock, mending fences, filling gopher holes and general clean-up of the airport and campgrounds. We feel that the cooperative spirit in keeping this airport and campground maintained has resulted in keeping Schafer Meadows out of the wilderness boundary and open to the general flying public. For additional information contact Aeronautics Board member Herb Sammons, who is the Chairman of the Schafer Meadow Fly-In. Herb's phone number is (406) 873-5555.



Montana and the Sky
USPS 359 860

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THURBER'S HELENA



Don Wright, Helena GADO Chief, presented Jack with his Certificate of Retirement.



Jack Van de Riet displaying the "Mountain Man" bronze sculpture presented to him at his retirement banquet.



Will Mavis, Helena FAA Coordinator, presented Jack with a Certificate of Recognition.

Calendar

July 28-August 4 — 27th Annual International Experimental Aircraft Association Convention, EAA, Oshkosh, WI.

August 4 & 5 — Antique Airplane Fly-In and Airshow. Beacon Star Antique Airfield, 3 miles east of Moore. Contact Frank Bass, Star Rt., Moore, MT 59464.

August 4 & 5 — Airshow Alberta '79, Medicine Hat, Alberta. Contact Roger Holmes (403) 526-5300 for details.

August 5 — Flying Farmers Fly-In, Cut Bank. Aircraft competition, barbeque and concert.

August 5-10 — International Flying Farmers Convention in Oklahoma City.

September 22 — Deadline date for entering the 3rd annual Halloween Air Race.

September 25-27 — National Business Aircraft Association Annual Convention, Atlanta, GA.

September 28-30 — North Dakota Flying Farmers Convention, Holiday Inn, Fargo.

October 5-7 — Montana Flying Farmers Convention, Wolf Point.

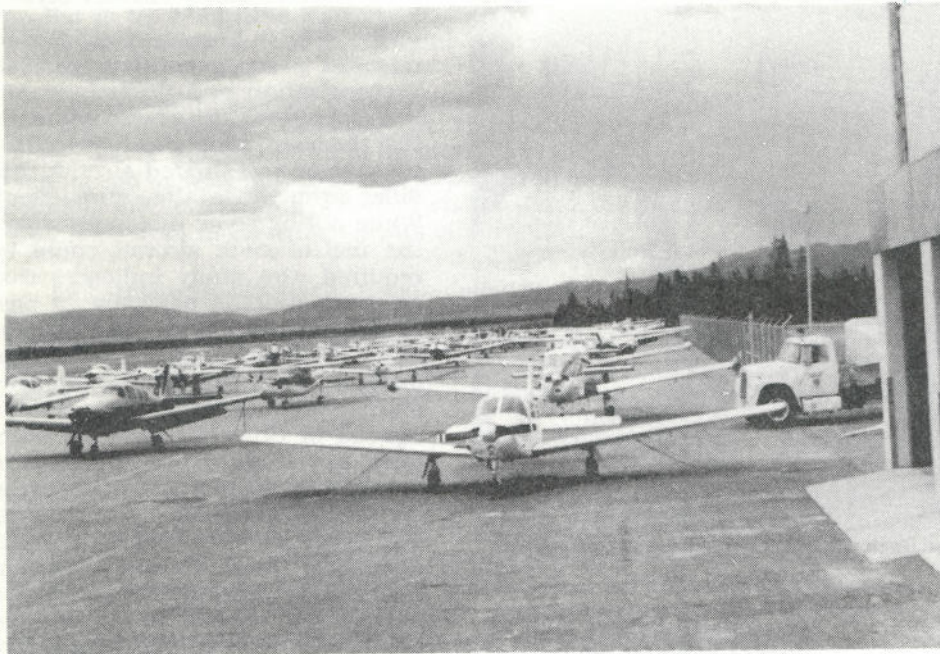
October 6 — 3rd Annual Halloween Air Race — Great Falls to Jackpot. Contact Patti Thompson, Great Falls, (406) 452-8800.

Feasibility of Pressurized Commuter Aircraft

The Civil Aeronautics Board released a study entitled "Aircraft Pressurization and Commuter Airline Operations" which recommends that the board adopt no standards for the use of pressurized aircraft that differ from those already in effect. While noting some instances where the use of such aircraft could be required, the study indicates that pressurization is basically "a passenger amenity rather than an operating necessity," and may not be feasible on many of the typically short commuter runs. The board's Bureau of Domestic Aviation compiled the study to aid the CAB in developing standards for essential air service for small communities. The study also noted the following: commuter fleet normally contain insufficient pressurized aircraft to provide air service to all eligible points as only 11 percent of the commuter fleet is pressurized; lower schedule completion rates cannot be attributed to use of non-pressurized aircraft; pressurization adds to passenger comfort, but for short-haul, low-altitude flights, benefits are minimal; high passenger growth rates in commuter markets generally, and in markets where commuters have replaced certificated carriers in particular, provide evidence of a high degree of passenger acceptance — largely with nonpressurized aircraft; pressurized commuter aircraft cost nearly one-third more than comparable nonpressurized aircraft and may add significantly to plane-mile costs in many markets. Copies of the report are available from the CAB's Distribution Services Section, Washington, D.C. 20428.

The CAB staff has recommended that the Board consider removing entirely any fare ceiling for service provided with aircraft having 60 or fewer seats, and may recommend complete fare flexibility for such small aircraft services. The staff plan is one component in a series of proposals that also includes elimination of the standard 130% upward fare flexibility allowed all local service carriers.

Yellowstone Airport Hosts



A portion of the many aircraft flown into the Yellowstone Airport during the Navion Convention.



Edgar Bergen bought this beautiful Navion. It belongs to Fred Button of Torrence, C.



Over 100 aircraft covered the ramp at Yellowstone Airport during the National Navion Convention.

By: Ted Mathis

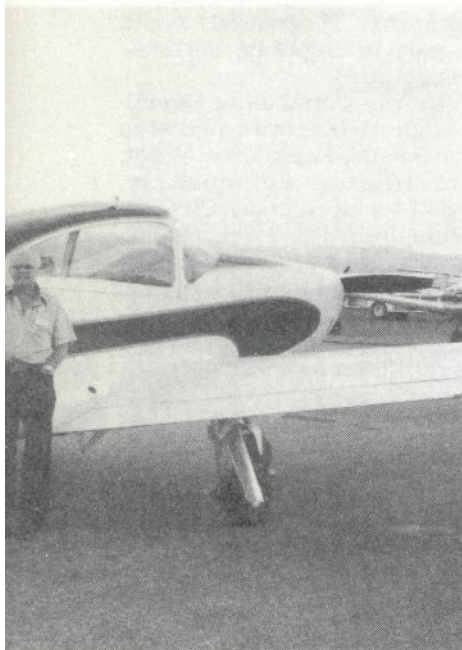
Yellowstone Airport Manager

Over eighty Navion aircraft converged on the Yellowstone Airport June 30th to begin the national Navion Convention. The week long convention included tours through Yellowstone Park, air races, barbecues, contests, meetings, banquets and a mountain flying course provided by the Montana Aeronautics Division. Some of the Navioners flew their aircraft in from as far away as Florida and northern Canada.

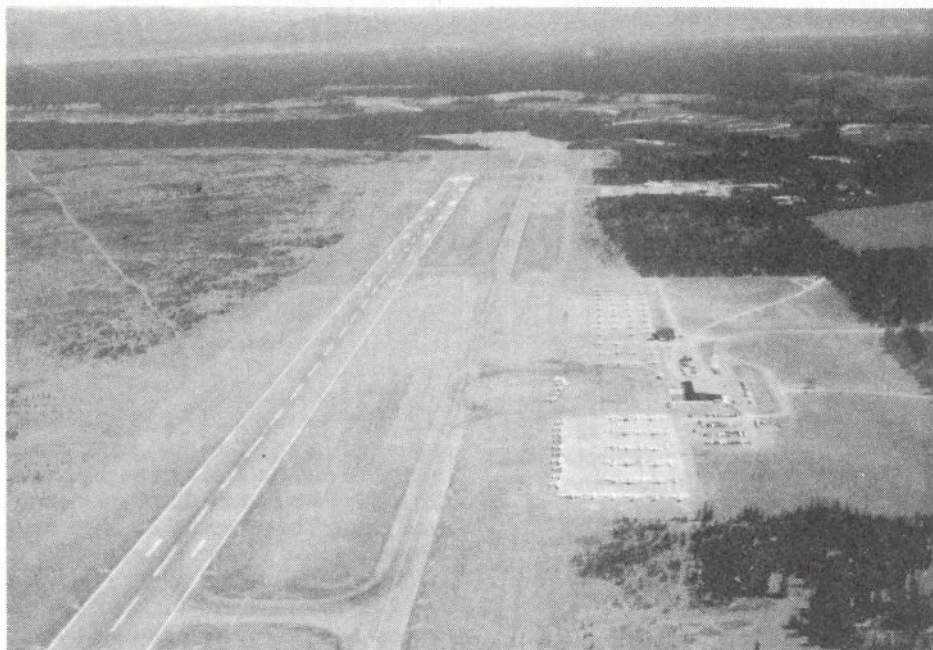
The Navion airplane was built from 1947 until 1976 by several different companies including North American who began production and Ryan Aircraft. During the Korean conflict the entire Navion production was sold to the military and the aircraft was designated the L-17.

On Saturday morning, July 7th, the Navioners departed for home. We were pleased to host this wonderful group of people at Yellowstone and hope that they will return soon to visit us again.

s Navioneer Convention



lel Navion new in 1948. The aircraft now
nia.



Aerial view of the more than 100 aircraft at Yellowstone.



Three different companies converted single engine Navions to twins. This one sports two
170 hp. Lycoming engines.



This converted Navion has a 385 hp. engine and cruises at over 220 MPH.



The last Navion Rangemaster to be built in 1976.

Communicating

We recently received the following letter from Thomas Taylor in Malta and wanted to share it with you.

"Communication" or rather the lack of it. I think that's the name of the game as far as problems with air travel safety, from the pilots and ATC on Tennerife two years ago right down to personnel who failed to understand company policy on changing a motor on a DC10 which may have lead to the Chicago disaster.

But my main interest is general aviation. Often when over a community I will identify and give a position report to local traffic and invariably my call must serve as a reminder because I will hear a couple other flights reporting. Correct me if I'm wrong, but this is surely a legitimate transmission and good to remind one another that we don't have the whole sky to ourselves.

When we come in from the boon-docks there must be others like myself who would like a short, precise method to tell control we are not all that comfortable in traffic. I called to Billings last week, "Approach, this is 592 Echo south of Roundup." He responded giving me a number for the transponder. I said again, "Approach this is 592 Echo squacking 0201 and since I don't get to Billings too often would you watch me and offer any extra information you can to make a safer flight?" He was happy to and led me right in. We picked up a cup of coffee and a passenger and half an hour later were at 27 telling tower we were ready to go. Tower was so busy I didn't ask for special attention and on clearance I took off. Shortly after lift off I asked for a right hand departure. Tower answered rapid fire fifteen or twenty words long. After the third request to "say again" I told him "I'm sorry but I can't understand you." I left the area as fast as I could being alert for traffic. No doubt I made someone mad and I sure don't like that. After 5 years and several hundred hours one hesitates to call himself a student anymore. With all the radio changes in and out of control there is not time to explain to each that we are not pros. So what do we do?

In medicine, someone calls "STAT" or in all types of emergencies

we call "Mayday" and instantly all in hearing know what is going on. In flying we need a phrase like that. Perhaps there is one but I haven't heard it. My suggestion — if we are in between a student and a professional and want the pros to know we wish to blend in as smoothly as possible we could say "Approach, this is 592 Echo T.L.C. (tender loving care)" or "Tower, this is 592 Echo H.W.C. (handle with care)" or some other short phrase after initial identification at each radio change. I like T.L.C. because it is friendly, mildly amusing and I wouldn't feel I was downgrading my abilities if I used it.

Most important, if a phrase became universal and was used by anyone slightly out of his or her comfortable area, all locals and pros would be instantly alerted to be a bit more watchful and helpful and be prepared for a T.L.C. to make a dumb move now and then. There would be a lot less tendency for tempers to rise and accidents to happen.

Whether you care for my idea or not, it's been fun "COMMUNICATING."

Sincerely,
Thomas Taylor
Malta

How 'bout it Montana?

Airline Merger Approved

North Central Airlines, which now flies to Bismarck, N.D. and which has applied to serve Helena, has won CAB approval to merge with Southern Airways — a move which will link North Central with the Caribbean and 100 southeastern U.S. cities.

The merger will create Republic Airlines, which would be first among U.S. airlines in the number of cities served. Republic would be tenth in the number of passengers served, according to North Central.

The merger was approved the end of May by the Civil Aeronautics Board and officially began operations July 1.

North Central served points in the west and midwest as well as some eastern cities. Currently, Montanans can connect with Republic's network via Northwest Orient to Bismarck or Frontier Airlines to Rapid City, S.D. and Minot, N.D.

Someday Montana may be served directly by the new Republic Airlines. In April North Central asked the CAB for authority to fly non-stop between Helena and several western cities. That authority, if granted would become part of Republic Airlines' route possibilities.

The authority would allow Republic to provide Helena with non-stop flights to Omaha, Rapid City, Minot, Phoenix, Tucson, Albuquerque, Santa Fe, Topeka, Kansas City, St. Louis, Memphis, Little Rock, Dallas-Fort Worth, El Paso, Denver, Chicago, Salt Lake City and Las Vegas.

The new carrier has a fleet including 68 DC-9's, 23 Convair 580s and eight Swearington Metros.

Bird Nests

Every spring we have incidents occur, such as, overheating engines, burned pistons and scored cylinder walls from bird nests down between the cylinders or in inaccessible corners. Some of the nests are so well concealed that, unless a pilot partially uncovs the engine, it is unlikely he would detect the nest. Birds are even shrewd enough not to leave droppings or traces of nest material to be assured of a home. The tail cones of some aircraft make excellent bird houses and are readily accessible through holes in the empennage area. For those of you with ram air inlets and ducting to cool radios, you may find a plug for the inlet duct will avoid birds or insects moving into these areas. Any openings, such as, pitot tubes, static ports, and cabin ventilators all invite invasion of birds and bugs in the Spring. Of course, these problems are most aggravating for those of you who store your aircraft outside. However, the same precaution might in some areas be necessary where hangars have had a history of bird and/or mice problems. You may want to evict the mice that moved into your aircraft last Fall and are creating corrosive effects and raising havoc in the area about your headliner.

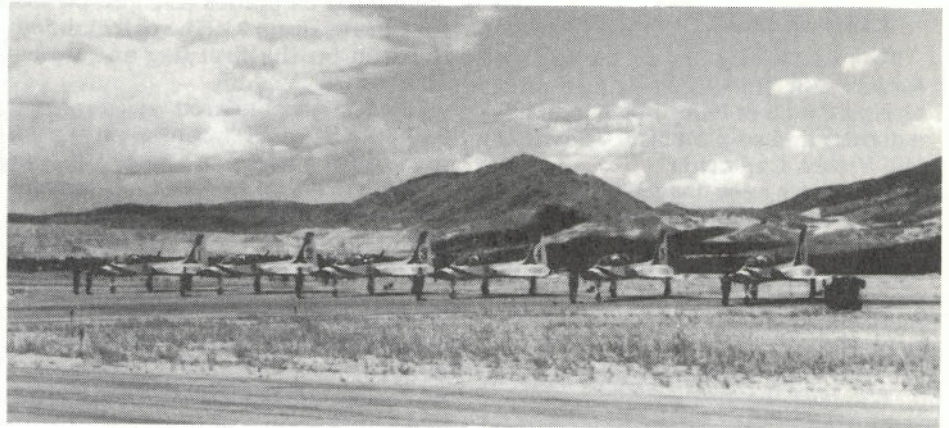
I think we all have a severe case of cabin fever and are looking forward to a safe summer of flying.

(Minnesota Flyer)

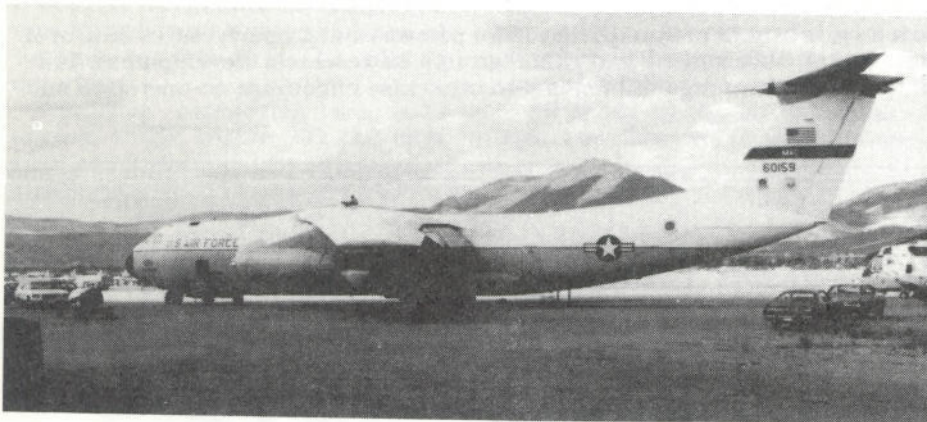
Butte Air Show



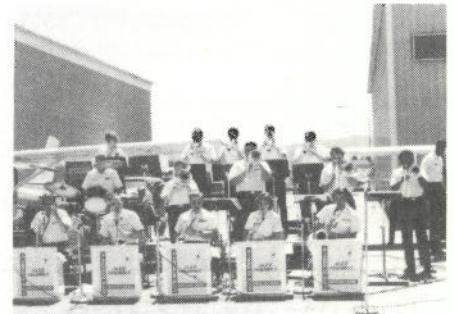
Precision flying at it's best.



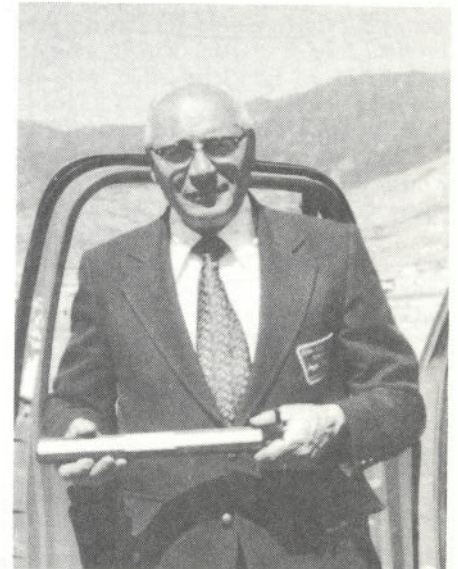
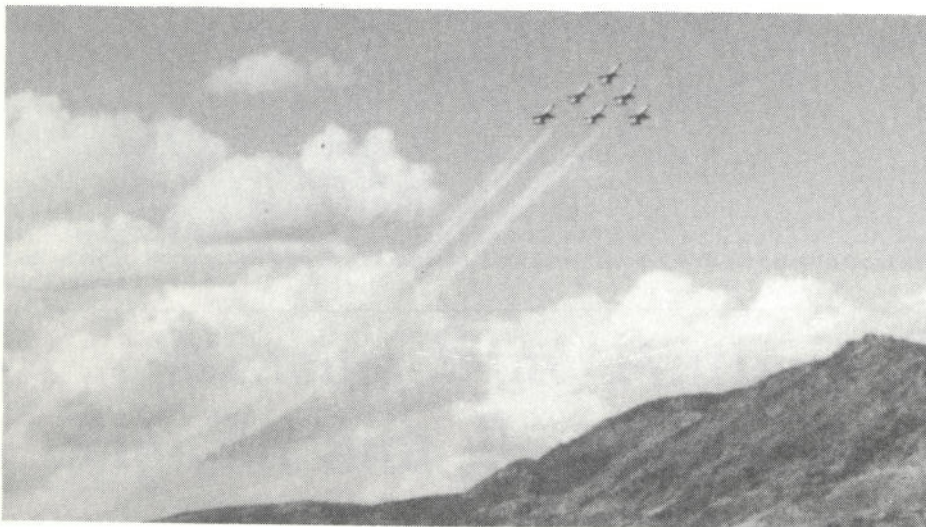
Thunderbirds Air Force precision flying team at the airshow held in Butte on July 3 and 4.



U.S.A.F. C-141 on display at the airshow held in Butte.



"A Touch of Blue" the U.S.A.F. Jazz Ensemble provided entertainment at the airshow.



Angelo Petroni, Butte Airport Manager, proudly displays the baton presented to him by the United States Army Golden Knights Skydiving Team.

Winners of Hughes Airwest Air Race Classic

This year's winners of the Hughes Airwest Air Race Classic are pilot Marion Jayne of Palatine, Ill. and her daughter and co-pilot Nancy Jayne of Mill Valley, California.

The racers were flagged off June 16 from Santa Monica, California by Bobbi Trout, a contestant along with Amelia Earhart, in the first women's air derby in 1929. The 1979 race marks the 50th anniversary of women in air racing.

The two winners claimed the \$5,000 first-place purse by averaging a 221.3 mph ground speed over the

winding course. That average topped the handicap rating for their Piper PA39 by 35 mph, the highest score among the 54 planes that completed the race by June 21. The pair claimed the lead on the first day and never faltered.

Contestants shared a total of \$20,000 in cash awards, plus trophies and prizes.

The twisting course extended northeast from Santa Monica, California to Milwaukee, Wisconsin. The contestants flew only during the daylight hours. Enroute they stopped in Stockton, California; Klamath Falls, Oregon, Walla Walla, Washington; Great Falls, Montana; Sheridan, Wyoming, Bismarck, North Dakota, and Minneapolis, Minnesota.



Aviation fatalities in 1978 declined nearly 16%, the largest decrease among all major transportation modes, but still total transportation deaths were up nearly 4% over the 1977 level, according to the National Transportation Safety Board.

Aviation fatalities totaled 1,709 for the year, 16% fewer than 1977, while general aviation fatalities increased from 1,395 to 1,548.



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July, 1979



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